

The China Mail

Established February, 1845.

戊午年十二月廿五九百八十一英

HONGKONG, FRIDAY, DECEMBER 27, 1895.

日二十一年未乙

PRICE, \$2.50 PER MONTH.

No. 10,251.

AGENTS FOR THE CHINA MAIL

ON JEWELLERY DEPARTMENT.
HAVING been REPLEN-
ISHED with a large ex-
perimented the latest English
and American NOVELTIES,
we are prepared to receive
orders for FANCY WORK with
neatness and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

Business Notices.

Lane, Crawford & Co.

MUSICAL DEPT.

PIANOS

FOR SALE,

HIRE,

OR ON THE

MONTHLY PAYMENT SYSTEM.

cottages. YACHT MODELS.

PIANETTES. SEMI-GRANDS.

CONCERT GRANDS.

MUSIC and MUSICAL INSTRUMENTS of every description.

TUNING and REPAIRING. 2436

Banks.

THE CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID UP \$200,000
RESERVE LIABILITY OF SHARE
HOLDERS \$200,000
RESERVE FUND \$235,000

INTEREST allowed on Current Account
at the rate of 2% per annum on the
Daily balance.

On Fixed Deposits for 12 months 4%
" " 6 " 5 1/2
" " 3 " 2 1/2

T. H. WHITEHEAD,
Manager.

Hongkong, September 16, 1895. 846

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPO-
RATION. Rules may be obtained on ap-
plication.

INTEREST on deposits is allowed at
2% PER CENT. per annum. Depositors
may transfer at their option balances of
\$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 4 PER CENT. per
annum.

For the Hongkong and Shanghai
Banking Corporation.

T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895. 1515

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000.
RESERVE FUND \$3,500,000.
RESERVE LIABILITY OF \$10,000,000.
PROPRIETORS

COURT OF DIRECTORS.—

J. KRAMER, Esq.—Chairman.

A. MCNAULIE, Esq.—Deputy Chairman,
Hon. J. Bell-Irving, S. C. Michaelson, Esq.,
G. B. Dowell, Esq., D. R. Sasseon, Esq.,
M. D. Franklin, Esq., R. Shaw, Esq.,
R. M. Gray, Esq., N. A. Siele, Esq.

CHIEF MANAGER:—

Hongkong—T. JACKSON, Esq.

MANAGER:

Shanghai—J. P. Wade Gardner, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING CO., Ltd.

HONGKONG—INTEREST ALLOWED
ON CURRENT ACCOUNT AT THE RATE OF 2
PER CENT. PER ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS—

For 3 months 2% per cent. per annum.
" " 6 " 5 1/2
" " 12 " 4 " 3 1/2

T. JACKSON,
Chief Manager.

Hongkong, December 23, 1895. 843

THE NATIONAL BANK OF CHINA,
LIMITED.

AUTHORIZED CAPITAL \$1,000,000.
SUBSCRIBED CAPITAL \$500,000.

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS.—

D. G. GILLIES, Esq., H. H. STEWART, Esq.,
CHAN KIN SHAN, CHOW TUNO, SHANG,
Esq.,
KWAH HUO CHUAN, Esq.,
Chief Manager,
Geo. W. F. PRATT, Esq.

Interest for 12 months 5%.

Hongkong, October 23, 1894. 1711

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL \$1,500,000.
SUBSCRIBED CAPITAL \$1,185,000.

HEAD OFFICE—LONDON.

Interest allowed on Current Accounts at
the rate of 2% per annum on the Daily
Balance.

ON NEW FIELD DEPOSITS—

For 12 Months 4%.

For 6 Months 3 1/2%.

For 3 Months 3%.

Deposits Received on Current Terms.

J. W. R. TAYLOR,
Manager, Hongkong.

Hongkong, December 16, 1895. 1718



Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LTD.

26, QUEEN'S ROAD, CENTRAL.

Sole Eastern Agents for: Snowdon, Sons & Co. "Snowdon" Manufactures. The New Wire Wool Roofing Co. Sphynx Grip Armoured Box. The Aluminium & General Foundry Co.

ASBESTOS PACKINGS to suit all Steam Power.

Jointings for any work, however great the pressure and temperature.

LUBRICANTS both liquid and solid.

ESTIMATES given for COVERING BOILERS and STEAM PIPES, DAGGER PACKING with our Patent ASBESTOS COMPOSITION.

W. JACKSON, Manager.

FESTIVE SEASON.

TABLE LINEN.

PLAIN DAMASK CLOTHS.

FANCY TEA CLOTHS, NAPKINS to MATCH.

TABLE RUNNERS, TRAY CLOTHS, ETC. ETC.

HONGKONG TRADING COMPANY, 2289, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 71

THE CHINA MAIL

Entertainments.

THEATRE ROYAL,

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

WILL GIVE

ONE PERFORMANCE

OF ARTHUR W. PINERO'S POPULAR FARCE

"DANDY DICK."

TO-MORROW,

(SATURDAY), 28th Dec.

COMMENCING AT 9 P.M. PRECISELY.

Mrs. C. H. GRACE, V. A. CESAR-HAWKINS, R. BURNEY, F. OLIVER, S. L. DAWNEY, A. S. C. MANNERS AND W. S. FLOWD.

Mrs. J. ANDREW, Mrs. V. A. CESAR-HAWKINS, Miss. M. D. MELBOURNE AND MRS. ALFRED WRIGHTER.

TICKETS CAN BE OBTAINED AT THE THEATRE ROYAL, CITY HALL.

BOOKING OFFICE OPEN FROM 10 A.M. TO 4 P.M.

PRICES \$3.00, \$2.00 AND \$1.00.

LATE TEA 15 MINUTES AFTER PERFORMANCE.

HONGKONG, December 27, 1895. 2339

Notices to Consignees.

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Catherine Apcar* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 27th instant, will be landed at Consignees' risk and expense into the hands of the WANGCHI WAREHOUSES AND STORAGE CO., LTD., Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countermanded by

DAVID SASSOON, SONS & CO., Agents.

Hongkong, December 26, 1895. 2442

STEAMSHIP NATAL

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNNEES of Cargo from London ex S.S. *Guadalquivir*, from Bordeaux ex S.S. *Frederic Morel* and *Verbekevois*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risks into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless information is received from the Consignees before NOON TO-MORROW (Friday), the 26th instant, requesting it to be landed here.

Bills of Lading will be countermanded by the Underwriters.

Goods remaining unclaimed after THURSDAY, the 2nd January, 1896, at Noon, will be subject to a rate of landing charges.

All Claims must be sent in to me on or before TUESDAY, the 2nd January, 1896, or they will not be recognized.

All Damaged Passages will be examined on TUESDAY, the 31st inst., at 3 p.m.

No Fire Insurance has been effected.

O. TOURNIAIRE,

Acting Agent.

Hongkong, December 26, 1895. 2439

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP HANKOW, FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWEIL, GARRELL & CO., Agents.

Hongkong, December 21, 1895. 2418

TO-DAY'S ADVERTISEMENTS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

(Taking Cargo & Passengers at through rates for CHEFOO, HANKOW, and Ports on the YANGTZE).

The Co.'s Steamship

Tatting, Capt. H. W. Hock, will

be despatched for the above TO-MORROW, the 28th Inst., at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO., General Managers.

Hongkong, December 27, 1895. 2444

FOR SHANGHAI

The Steamship

Lycoming, Capt. G. H. BREWSTER,

will be despatched for the above Port TO-MORROW, the 28th Inst., at 6 p.m.

For Freight or Passage, apply to

RIEMENSEN & CO.

Hongkong, December 27, 1895. 2449

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, SHANGHAI AND CHEFOO.

The Steamship

Tatting, Capt. H. W. Hock, will

be despatched TO-MORROW, the 28th Inst., at 6 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, December 27, 1895. 2427

To-day's Advertisements.

POLICE NOTICE.

TO ENABLE PASSES to be ISSUED gradually, the Police will accept 4TH QUARTER PASSES till the 25th Dec. Old Passes should be Returned when applying for RENEWAL.

W. O. H. HASTINGS, Acting Captain Superintendent of Police.

Police DEPARTMENT,

Hongkong, 27th December, 1895. 2446

NEW YEAR HOLIDAY.

COMMENCING AT 9 P.M. PRECISELY.

Mrs. C. H. GRACE, V. A. CESAR-HAWKINS, R. BURNEY, F. OLIVER, S. L. DAWNEY, A. S. C. MANNERS AND W. S. FLOWD.

Mrs. J. ANDREW, Mrs. V. A. CESAR-HAWKINS, Miss. M. D. MELBOURNE AND MRS. ALFRED WRIGHTER.

TICKETS CAN BE OBTAINED AT THE THEATRE ROYAL, CITY HALL.

BOOKING OFFICE OPEN FROM 10 A.M. TO 4 P.M.

PRICES \$3.00, \$2.00 AND \$1.00.

LATE TEA 15 MINUTES AFTER PERFORMANCE.

HONGKONG, December 27, 1895. 2339

Vessels Advertised as Loading.

Destination

Vessel.

Agents.

Date of Leaving.

1. Baltimore.....Amy Turner.....Sassens & Co.....Quick despatch.

2. Braemar & Port of Call Sachsen (e).....Norddeutscher Lloyd.....Jan. 6, at 3 p.m.

3. Chefoo via Shanghai.....Fuping (e).....Carlswitz & Co.....29th, daylight.

4. Genoa and Marseilles.....Oman (e).....Arbhold, Karberg & Co.....About Dec. 30.

5. Havre, London & H'bg.....Poctan (e).....Arbhold, Karberg & Co.....January 2.

6. Japan.....Verona (e).....P. & O. S. N. Co.....Jan. 3, at noon.

7. London, v. Suez Canal.....Gleiter (e).....Jardine, Matheson & Co.....About Jan. 17.

8. London & Port of Call Rosetta (e).....P. & O. S. N. Co.....Jan. 2, at noon.

9. London.....Ceylon (e).....P. & O. S. N. Co.....About Dec. 31.

10. London.....Malacca (e).....P. & O. S. N. Co.....Jan. 18.

11. London, v. Suez Canal.....Oman (e).....P. & O. S. N. Co.....Jan. 24.

12. Messageries Maritimes.....P. & O. S. N. Co.....Jan. 5, at noon.

13. New York, v. Suez Canal.....P. & O. S. N. Co.....Jan. 12.

14. New York, v. Japan.....John R. Kelly.....Butterfield & Swire.....About Jan. 14.

15. New York, v. Japan.....Clifford R. Americo (e).....P. & O. S. N. Co.....Jan. 14, at noon.

16. San Francisco.....Gaelic (e).....Shaw, Saville & Co.....Quick despatch.

17. San Francisco.....Portuguese (e).....Shaw, Saville & Co.....Jan. 14.

18. Shanghai.....Lymoon (e).....Butterfield & Swire.....Dec. 28, at 4 p.m.

19. Shanghai.....Kaifeng (e).....Butterfield & Swire.....About Dec. 30.

20. Shanghai, via Swatow.....Taisen (e).....Butterfield & Swire.....Dec. 28, at 4 p.m.

21. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 28, at 4 p.m.

22. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 29, daylight.

23. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 3 p.m.

24. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at noon.

25. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 4 p.m.

26. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 5 p.m.

27. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 6 p.m.

28. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 7 p.m.

29. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 8 p.m.

30. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 9 p.m.

31. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 10 p.m.

32. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 11 p.m.

33. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 12 p.m.

34. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 1 p.m.

35. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 2 p.m.

36. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 3 p.m.

37. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 4 p.m.

38. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 5 p.m.

39. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 6 p.m.

40. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 7 p.m.

41. Shanghai, via Swatow, Amoy & T'eo.....T'eo (e).....Butterfield & Swire.....Dec. 31, at 8 p.m.

42.

"DANDY DICK."

"Dandy Dick" is one of the best specimens of the modern farce dealing with sporting life. It is very throughout, and whilst perfectly natural, except that sometimes the slang is piled on too heavily in the conversation. For the benefit of those who have not yet seen it, we may without doing any harm, to the A. D. C. briefly recapitulate the points of the plot. The Dean of St. Marvells has a sister who married a racing man, and was devoted to racing. The time came when her husband died, and she retired from the turf to live at the Deansbury. The St. Marvells race meeting was to be held about this time, and her favourite horse Dandy Dick was brought to the village to run in the principal event. The Dean's two daughters were hard pressed for money to pay milliner's bills which they had contracted without his knowledge, on account of a fancy dress ball of which he disapproved; and at their aunt's advice they "planned" on Dandy Dick at the market price of 10 to 1 against, hoping thereby to raise the wind. The Dean himself was in an awful state of impetuosity, having pledged himself to give £1000 for the restoration of the cathedral spire, on conditions which he had hoped would let him out. So he was tempted by his sister to commit the deadly sin of betting on the races, instead of converting his sister from her wicked ways as he had intended. The stables were burnt out during the night, and the race-horse had to be put up in the Deansbury stable, to the horror of the very Rev. However, humanity moved him to compound a bonus for the poor animal, which was suffering from a chill; and the pious butler of the Deansbury, who had backed another horse, contrived to get strychnine into the horse's manhood. Thus the Dean came to be caught in the act of trying to poison the horse, and found his way to the police lookout. Attempts to save his name from disgrace lead to a series of indubious adventures, which all end happily; Dandy Dick wins the race, and his bankers make pots of money, and the cathedral spire goes up in fine style, and the Dean's daughters are made happy by marrying a couple of the most miserable imbecile puppies ever seen on the stage. That is a strange freak of British drama—the more despicable and pitiful a character is, the more is made of him by the stage heroine.

Of the acting as a whole, we can honestly say that it was quite good enough to remove from the word "amateur" all the stigma which usually attaches to it—often quite without foundation. It is the fashion, because it looks "knowing," to cry down amateurs, and to associate with the term all that is crude and unrefined by any excellence. On the contrary, there are many points in which an amateur performance is better than a professional, especially in a small, out-of-the-way place like Hongkong. Here the amateurs have more time to prepare and perfect themselves than a travelling company can possibly have; and the element of time is also largely in their favour in the matter of stage management, while scenery and dressing of the pieces should be of course always far better. Thus it is that, on its merits, an amateur performance must be in some respects the more worthy of praise and the more worth going to see; and it is well that we have them, for otherwise Hongkong's position would reduce us to a very low ebb in the matter of entertainment.

The interest in "Dandy Dick" is concentrated in the characters of the Dean and his sister. Mrs. Wrothwells at Georgina's Tidman was magnificent from first to last. Her acting is easy, vivacious, and wonderfully true to life, and she has that mysterious and important faculty known as "stage presence," the art of standing and moving and "living" before an audience. This is it which first of all marks the experienced actress. Mr. Grace as Dean Jedi was not in his most vigorous form, but now can help admiring his acting, the fruits of years of experience and careful training applied to natural talent. The same may be said of Mr. Hawkins in the not much less prominent part of Sir Tristram Mardon, which he presented faultlessly. Blore, the sanctimonious butler, was portrayed by Capt. Burney in admirable style, which indicated the capable and indeed clever actor. It is difficult to say quite as much of the others, who were to some extent handicapped by the nature of their roles; for when the role is designed by the author on lines absolutely impossible in real life, as for instance the two aborigines of *Huon*, the impersonation is bound to be untrue to nature. However, Dr. Clarke was exceedingly funny, and Mr. Maunsel was just as weak and wearisome as Mr. Pinner seems to have intended. The parts assigned to Mrs. Andrew and Miss Melbourne, the Dean's daughters, are exceedingly difficult to rescue from dullness, and the effort was not always successful, especially in the case of Sheba, who did not know her lines, and troubled the poor hard-worked premier more than anybody else. Mrs. Hawkins as the policeman's wife was excellent, and might with advantage have been given more to do. The policeman himself (Mr. S. L. Darby) was conventional, somewhat grotesque, and was repeatedly applauded; very few actors ever succeed in looking as doing at all like genuine policemen, particularly in the walk, which has to be extremely dignified. Mr. Darby moved the election of Mr. Henderson as auditor.

Mr. G. H. Potts seconded.

Agreed.

Capt. Tillet moved that Mr. Bird's appointment as Dector be confirmed.

Mr. Bay seconded.

Agreed.

Capt. Burns moved that Capt. Tillet be requested to accept a seat on the Board of Directors.

Mr. Adamson seconded.

Agreed.

The Chairman—*I have very much pleasure in saying that the Directors recommend that appointment to the shareholders, and I shall be very glad if those in favour of the same will hold up their hands.*

Agreed.

Capt. Tillet—*Guarlemen... I beg to thank you for the honour you have done me, and I shall endeavour to assist the Board to the best of my power and ability.*

Mr. Darby moved the election of Mr. Henderson as auditor.

Mr. G. H. Potts seconded.

Agreed.

The Chairman—*I hope Mr. Henderson will be able to accept the appointment, as I have an advertisement that he is making some change in his arrangements, and hope he will be still available for this service.*

I think, gentlemen, that he has had sufficient opportunity of studying China and the Chinese in a very extensive platform, and a lot of

anything; we have only just been able to do what we have done. Dividend warrants will be sent out in due course.

Mr. Ray moved a vote of thanks to the Chairman.

Carried.

This concluded the proceedings.

LOSS OF A JAPANESE CRUISER.

THIRTY LIVES LOST.

(Special Telegram from Our Own Correspondent.)

Shanghai, Friday, Dec. 27, 4.7 p.m.

The Japanese cruiser *Kohai*, known as the *Kwangtung* before she was captured from the Chinese, has been lost off Kurashima Island.

The cruiser was returning from the Pescadores to Japan when lost.

Thirty of the crew were drowned. The Captain and one hundred and thirty men were saved.

Hancock, c Dyson, b Wallings. 2

E. W. Maitland, c Paley, b Wallings. 0

E. W. Maitland, c Dyson, b Wallings. 12

A. S. Ashton, c Hollond, b Green. 5

E. A. Ram, b Green. 6

J. R. Gillingsham, c Oldham, b Wallings. 18

T. S. Smith, not out. 24

H. Arthur, b Alexander. 3

B. P. Sheldon, c Campbell, b Wallings. 3

Extras. 2

Total. 234

SECOND INNINGS.

G. D. Campbell, c E. W. Maitland, b E. W. Maitland. 12

S. E. Hollond, c Paley, b Smith. 0

G. Dyson, c Paley, b Smith. 2

G. Potts, c Grafton, b N. ran out. 6

Lieut. A. H. Oldham, b N. 5

Capt. Eddle, R. B., c F. Maitland, b Hancock. 3

Lieut. F. A. Powlett, R. N., c and b Smith. 39

R. Alexander, R. B., not out. 7

G. Paley, b Smith. 0

Private Green, R. B., absent. 3

Extras. 2

Total. 111

SECOND INNINGS.

G. D. Campbell, c F. Maitland, b E. W. Maitland. 45

Capt. Eddle, c Gillingsham, b Hancock. 11

G. Dyson, b Hancock. 2

Capt. Grafton, c Paley, b Smith. 2

Capt. Grafton, b N. ran out. 2

Lieut. A. H. Oldham, b N. 5

Capt. Eddle, R. B., c F. Maitland, b Hancock. 3

Lieut. F. A. Powlett, R. N., c and b Smith. 39

R. Alexander, R. B., not out. 7

G. Paley, b Smith. 0

Private Green, R. B., absent. 3

Extras. 22

Total. 150

DAIRY FARM COMPANY, LIMITED.

The annual general meeting of shareholders in this Company was held to-day in Telegraph House. Mr. G. Sharp presided, and there were also present Messrs. S. G. Bird, E. Burns (Directors), W. H. Potts, G. C. Cox, W. H. Ray, A. Tillett, G. M. Adamson, S. L. Darby, C. H. Potts.

The Chairman read the notice of meeting.

The Chairman said—Gentlemen, we have called you together this time rather earlier than usual; I thought there was a certain appropriateness (as we had a good report to lay before you) in inviting you at about Christmas time, a time of general festivities. We have had a good year; we have proved the truth of the adage that all things are possible to wisely-directed diligence, and I hope you will be satisfied with what we have done. We have much to be thankful for to God's good providence in preserving the health and lives of our cattle, so that we have not suffered as some do in the North have done during the past year. All the employees of the Company have done their best; I think there has been a singularly happy and devoted spirit throughout our staff from the beginning to the close of the year, and I attribute no small portion of our success under God's good providence to the fidelity with which we have been served. (Applause.) Your Chairman has also laboured well to the best of his ability, and I think he should have resigned; he has done good work for the Company in the last three years. Our business is in some degree divided on account of the distance which intervenes between the Farm and the Town Office, and Mr. Machado has taken especial care of the Town Office. He and Dr. Nobre have devoted themselves very diligently to the perfecting of the arrangements there. What part these two tribes have taken in the recent upheaval of Turkey, we do not seem to be clear. The myth of a Christian Governor other than must have caused trouble, and the so-called annihilation of an eighth of the population, if correct, requires some explanation.—ED. O. M.

(From *London Exchange*.)

THE ITALIANS IN AFRICA.

PARIS, Dec. 18.

Premier Crispini has introduced a vote for twenty millions (lire) to carry on operations in Africa.

PARIS, Dec. 20.

The Italian Chamber has voted the credit asked for, but has pronounced against colonial expansion.

MADAGASCAR DECORATION.

PARIS, Dec. 20.

Commenting on President Cleveland's Message, the press of Europe and America expresses a hope that an amicable understanding will be arrived at.

TRADE IN CHINA.

(By a Cynical Chinese Government Employee.)

Once in about every ten years Europe becomes convinced that China is going to turn over a new leaf, open up the whole empire to foreign commerce, do away with the many impediments to inland trade, and become a great power.

Several persons have remarked that we had too much property and too few cows. This year we have more cows than we ever had before, and our property is put down to a lower figure than it ever was before, and there we hope to find the value of all will thereby be met. We are very glad indeed to be able to bring before you good report, and when you have an opportunity of asking any questions, that you may like on the subject I will proceed to move its adoption.

There being no questions, the Chairman moved the adoption of the report and its adoption.

Mr. Ray—*My Chairman, I have much pleasure in seconding the motion, and I think the Directors may be very sincerely gratified by the excellent result attained this year. I myself know the trouble they have had, from my experience during my connection with the Farm. The motion was put and carried unanimously.*

Mr. Cox moved that Capt. Burney and Dr. Nobre be re-elected Directors.

Mr. Adamson seconded.

Agreed.

Capt. Tillet moved that Mr. Bird's appointment as Dector be confirmed.

Mr. Bay seconded.

Agreed.

Capt. Burns moved that Capt. Tillet be requested to accept a seat on the Board of Directors.

Mr. Adamson seconded.

Agreed.

The Chairman—*I have very much pleasure in saying that the Directors recommend that appointment to the shareholders, and I shall be very glad if those in favour of the same will hold up their hands.*

Agreed.

Capt. Tillet—*Guarlemen... I beg to thank you for the honour you have done me, and I shall endeavour to assist the Board to the best of my power and ability.*

Mr. Darby moved the election of Mr. Henderson as auditor.

Mr. G. H. Potts seconded.

Agreed.

The Chairman—*I hope Mr. Henderson will be able to accept the appointment, as I have an advertisement that he is making some change in his arrangements, and hope he will be still available for this service.*

I think, gentlemen, that he has had sufficient opportunity of studying China and the Chinese in a very extensive platform, and a lot of

ambitious specialists, one of whom is more particularly charged with the study of the Red River. The Chamber of Commerce of Marseilles, Bordeaux, Lille, &c., have each sent a representative. M. Lebon, Minister of Commerce, sent a telegram in the name of the Government, speeding the mission on its way. They will make a capital report, draw the most logical conclusions from what they have learned, recommend some kind of semi-official organization of French trade in China, and then, when enough money has been lost, the amateur club have to contend. As it is, a single club prizes this rule, and to have a single club, constitutional order, always went to the leading part.

Somehow it happened that the committee of selection did not rate his talent at his own estimation, and inconsiderately cast him for the part of a servant who had several engagements to make during the play. He was exceedingly jealous of the gentleman who was playing the love part with the "leading lady," and two or three times during the evening, and in the midst of their most important scenes, he, without any rhyme or reason, rushed on the stage and encroached on the "lunches" he was served.

THE GAINS OF GRANARY.

For some years there has been a certain number of English traders in China who desire that her Majesty's Government through its Minister and Consuls should support their individual efforts in promoting their business, seeing that during late years German trade has developed so remarkably, and that China is now practically buying all her war materials in Germany.

Germany with China is due to this semi-official patronage. Englishmen have, owing to their undignified supremacy in the iron, cotton, and other trades, come to look upon any check to this supremacy as due to extraneous influence, and are naturally loth to admit that foreign countries, such as Germany and Belgium have in some way improved upon those methods by which Great Britain has so long reigned the markets of the world. It goes with trade and industries as with military science, a campaign won should only be an inducement to further exertions, and one must never rest on laurels won and imagine that the tactics which were the best yesterday must necessarily be so tomorrow if circumstances change; this is one of the hardest truths to recognize and to apply judiciously. It is attempting to say, "German trade in China has been in every way aided by official support, and, more especially, by Mr. von Brandt, during his long tenure of office in Pekin, did all in his power to prove to China that she would only give in to the pressure of Henry Dunbar in the piece bearing that title. Naturally, thinking that it was the part of the piece, he set to work at once, devoted night and day to study, and long before the date of the first rehearsal was word-perfect. He came to the rehearsal with a smile on his face, but his great anxiety and hope, that he had been happy for the announcement that he had been cast for the part of Henry Dunbar, was the real heart of the piece, while he, the unfortunate amateur, had as the real Henry Dunbar, next to nothing to do but to be carried on at the end of the first act covered by a sheet in the uninviting gloom of death. As the audience left the theatre, he was the last to leave, and, as he went, he said, "Well, I am not a bad actor, but I am not a good one."

This official Turkish despatch recalls to mind some of a similar nature which came from Chinese sources during the Chin-Japan war. Twelve thousand Druses to one hundred Turks. This correct means an abominable massacre, and as we know (one hundred over one hundred thousand) divide the possession of the Lebanon district with the Maronites, and for nearly half a century the Druses and the Maronites have maintained a consistent warfare with each other. Various attempts have been made by the European Powers to keep the peace between these tribes. What part these two tribes have taken in the recent upheaval of Turkey, we do not seem to be clear. The myth of a Christian Governor other than must have caused trouble, and the so-called annihilation of an eighth of the population, if correct, requires some explanation.—ED. O. M.

THE RUSSIAN TROOPS REPORTED ON CHINESE TERRITORY.

It is reported from the North that Russian troops have crossed the river Usuri, and that they are to winter on Chinese territory.

REUTER'S TELEGRAMS.

(Supplied to the "CHINA MAIL.")

LONDON, December 26th, 1895.

TURKEY IN ASIA.

A Turkish official despatch states that

a great battle was fought on Saturday between Turkish troops and the Druzes, in which the latter lost 12,000 and the former 100.

The Times, commenting on the agitation in England in favour of the Armenians, urges the impossibility of Great Britain

intervening in the case of the Druzes.

Mr. George Alexander's lecture on "Amateur Acting" before the Leeds Amateur Drama Society on Friday, was full of good things.

I assume that your Drama Society resembles all its kindred institutions as well as the regular stage in the fact that all your actors and actresses are willing, nay, surely eager, to play the smallest and the worst parts in the piece. It was always so, and it is one of the greatest troubles with which the theatrical manager and the amateur club have to contend.

As it is, a single club prizes this rule, and to have a single club, constitutional order, always went to the leading part.

Mails.

**NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.**

VIA INLAND SEA OF JAPAN.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG to LONDON, \$400. Excellent accommodation. First-class Table, Doctor and Stewards carried.

HONGKONG to NEW YORK, \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG to TACOMA, \$225. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

Harkow 3,094 Saturday 1 Dec. 28.

Tacoma 2,449 Tuesday 1 Jan. 14.

Victoria 3,167 Tuesday 1 Feb. 11.

Hongkong 3,094 Tuesday 1 Mar. 10.

Tacoma 2,449 Tuesday 1 April 7.

The Steamship HANKOW, Captain G. O. COOPER, sailing at Daylight, to MORROW, the 28th December, will proceed to SHANGHAI, KOBE, YOKOHAMA, VICTORIA, B.C., and TACOMA, Wash.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Conular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, December 27, 1895. 2258



STEAM FOR STRAITS, Ceylon, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

The Steamship ROSETTA, Captain G. K. WEXFORD, R.N.R., carrying Her Majesty's Mail, will be despatched from this for BOMBAY and LONDON, on THURSDAY, the 2nd January, 1896, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement); will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

ALF. WOOLLEY,
Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, December 10, 1895. 2400

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SIEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIQUE PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in BUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Sachsen Monday 1 January 6.

Karlsruhe Monday 1 February 3.

Prinz Heinrich Tuesday 1 March 8.

Preussen Tuesday 1 March 31.

Sachsen Tuesday 1 April 26.

Karlsruhe Tuesday 1 May 26.

Prinz Heinrich Tuesday 1 June 23.

ON MONDAY, the 6th day of January, 1896, the Company's S. S. OXYS, Commandant DURON, with MALES, PASSENGERS, SPOLE, and CARGO, will leave this Port for the above.

Cargo and Spole will be registered for London, as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till

1 p.m. Spole and Parcels until 3 p.m. on the 7th January, 1896. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. TOURNAIRE,
Acting Agent.

Hongkong, December 26, 1895. 2340

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1894, £11,671,018 2s. 2d.

Authorised Capital, £30,000,000.00

Subscribed Capital, £2,750,000.00

Paid-up Capital, £267,800.00

Fire Fund, £2,410,992 7.3

Recover Fire Branch, £1,546,866.187

THE above Company are prepared to accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN & CO., Agents.

13th July, 1895. 1300

UNION INSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne, A.D. 1714.)

CAPITAL FULLY SUBSCRIBED, £450,000.

CAPITAL PAID UP, £180,000.

TOTAL INVESTED FUNDS EXCEED £2,018,000.

TOTAL ANNUAL INCOME, £77,484.

The Steamship splendid Accommodation

and comfortable Doctor and Stewards.

Rooms can be booked on board.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, December 12, 1895. 2343

Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU:

PROPOSED SAILINGS FROM HONGKONG.

(via Nagasaki, Saturday, Jan. 4, Kobe, Inland Sea, and Yokohama).

City of Peking (via Nagasaki, Kobe, Saturday, Jan. 25, Inland Sea and Yokohama).

China (via Nagasaki, Kobe, Saturday, Jan. 25, Inland Sea and Yokohama).

Hongkong, Saturday, Feb. 8, 1896, at noon.

Hongkong (via Nagasaki, Kobe, Saturday, Feb. 8, 1896, at noon. Honolulu).

Hongkong, December 23, 1895. 2441

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Steamship KUNMING, Captain D. E. DEWEY, will be despatched on SATURDAY, the 23rd Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, December 23, 1895. 2441

SHIRE LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship MERRIMACHT, Captain D. E. DEWEY, will be despatched on SATURDAY, the 23rd Instant.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, December 21, 1895. 2417

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 4th January, 1896, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Passengers holding through ORDERS TO EUROPE have to pay the extra charge of 10s. per mile.

Passengers holding through ORDERS TO AMERICA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO ASIA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO AUSTRALIA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO SOUTH AMERICA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO CHINA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO JAPAN have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO ASIA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO AUSTRALIA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO SOUTH AMERICA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO CHINA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO JAPAN have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO ASIA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO AUSTRALIA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO SOUTH AMERICA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO CHINA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO JAPAN have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO ASIA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO AUSTRALIA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO SOUTH AMERICA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO CHINA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO JAPAN have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO ASIA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO AUSTRALIA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO SOUTH AMERICA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO CHINA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO JAPAN have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO ASIA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO AUSTRALIA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO SOUTH AMERICA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO CHINA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO JAPAN have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO ASIA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO AUSTRALIA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO SOUTH AMERICA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO CHINA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO JAPAN have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO ASIA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO AUSTRALIA have to pay the extra charge of 10s. per mile.

Passenger holding through ORDERS TO SOUTH AMERICA have to pay the extra charge of 10s